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ENGLISH 1,768 of 1894

A.D. 1894. JAN. 26. No. 1768.

PFINGST'S COMPLETE SPECIFICATION.

(1 SHEET)

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Fig.1.

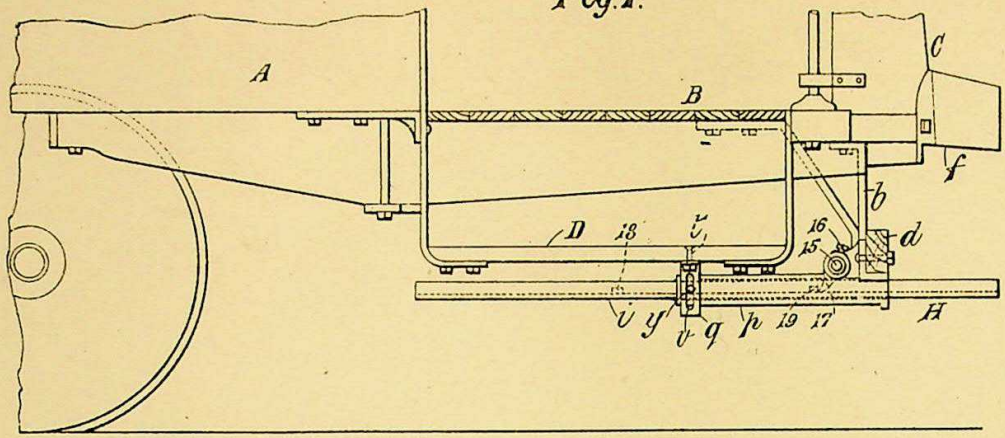


Fig.2.

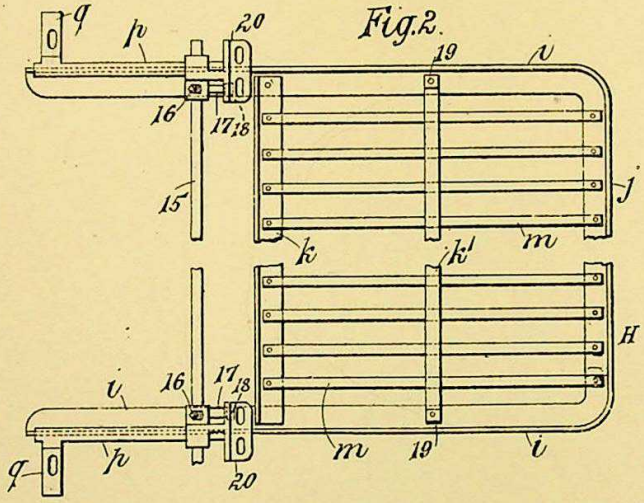


Fig.3.

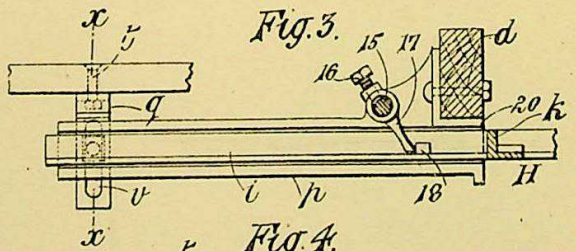


Fig.4.

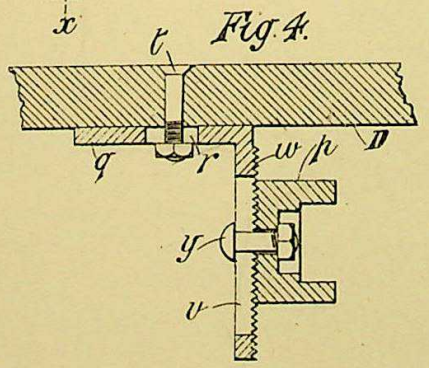
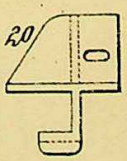


Fig.5.



[This Drawing is a reproduction of the Original on a reduced scale.]

LONDON.—Printed by DARLING and SON Ld.
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Malby & Sons, Photo-Litho.

105. Railway Rolling Stock.
Wheel Fenders.

N° 1768 A.D. 1894

Date of Application, 26th Jan., 1894—Accepted, 31st Mar., 1894

COMPLETE SPECIFICATION.

Improvements in Car Fenders.

I, LOUIS PFINGST, residing at 14 Akron Street, Boston, County of Suffolk, State of Massachusetts, United States of America, Mechanic, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement :—

My invention relates especially to a detachable car-fender which is adapted for use with electrically propelled vehicles; and it consists in certain novel features hereinafter fully set forth and claimed, the object being to produce a simple, cheap and effective device of this character

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation, reference being had to the accompanying drawings, in which

Figure 1 is a side elevation of my improved car-fender showing the same housed under the car platform;

Figure 2 a plan view of the fender detached;

Figure 3 a longitudinal section;

Figure 4 a sectional view taken on line, *x*, *x*, in Figure 3 and enlarged; and

Figure 5 a front elevation of one of the supporting castings for the ways.

Like letters and figures of reference indicate corresponding parts throughout the drawings.

A represents the body of the car, B the platform, C the dasher and D the steps, these parts being all of the ordinary construction and arrangement.

Supported by hangers, *b*, pendent from the platform, B, below the dasher, C, there is the usual transversely arranged draw-bar support or guard, *d*. The bunter, *f*, projects centrally from the platform.

The fender, H, comprises a rectangular platform constructed of a frame of angle-iron forming an end-bar, *j*, and side-bars, *i*, said side-bars being elongated. Tie-rods, *k*, k^1, connect the side bars, *i*, and the platform is constructed of parallel or interlaced iron-straps, *m*, bolted to the frame.

The side-bars of the platform slide in ways, *p*, horizontally, said ways being supported from the brackets, *b*, and steps, D.

The support on the steps comprises an angle-iron, *q*. One way is slotted at, *r*, and is held against the steps, D, by a bolt and nut, *t*. This permits lateral adjustment of the ways, *p*.

The opposite arm of the irons, *q*, are slotted vertically at, *v*, and their outer faces are corrugated at, *w*, (see Figure 4) the ways, *p*, being roughened or corrugated to engage such surfaces.

By means of bolts, *y*, passing through the slots, *v*, the ways are held against the irons, *q*, and can be adjusted vertically.

A rock-shaft, 15, arranged transversely of the car is pivoted adjacent to the brackets, *b*, on the ways, *p*. On said shaft held by set-screws, 16, there are arranged two dogs, 17, said dogs engaging bolt rods or other projections, 18, (see Figure 3) on the side-rails, *i*, of the fender body locking said body when projected beyond the dasher against accidental housing. Said dogs are arranged also by reversing their angle to engage projections, 19, on the side rails and lock the fender when housed, as shown in Figure 1.

The castings, 20, which support the rock-shaft are adjustable on the rail, *d*, by means of bolts and slots.

In the use of my improvement a fender constructed as described, is mounted at each end of the car. At the rear end of the car the fender is housed as shown in

Figure 1, and at the front end the motor man or driver projects the platform into position and locks the same by dropping the dogs, 17, back of the studs, 18, on the side-bars, *i*, of the fender.

The platform is designed to remain thus projected during the entire trip of the car. Should there be an obstruction on the track, as for example, a person standing thereon, the front bar, *j*, of the platform will engage such obstruction which being upset by the blow will be tilted and fall onto the screen, *m*. Said platform being rigidly sustained in a horizontal position will receive and support the person preventing him from being carried under the car and injured.

Should the platform be too heavy to be readily moved by hand any suitable mechanical device may be employed for projecting it.

As described, when housed the platform is locked by the dogs engaging the projections, 19. This method of fastening the platform may, however, be substituted by any other suitable means which will prevent the platform from being housed when engaging an obstruction.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is.

1st. A car-fender comprising a platform fitted to slide in ways longitudinally of the car and be projected beyond the car-dasher, substantially as described.

2nd. In a car-fender, the combination with ways supported from the car-body, of a platform fitted to be moved in the said ways and mechanism for locking the said platform when projected beyond the car-dasher, substantially as described.

3rd. A car-fender comprising a horizontally arranged platform fitted to slide in ways longitudinally of the car and be projected beyond the car-dasher.

4th. In a car-fender, the combination of ways supported from the car-body with a horizontally arranged platform fitted to slide in the said ways longitudinally of the car and mechanism for locking the said platform when projected beyond the car-dasher.

5th. A car-fender comprising a rectangular frame arranged horizontally and fitted to slide longitudinally of the car below its platform and a netting or screen on the said frame.

6th. The combination of the car provided with the ways *p* with the rectangular platform *h* having the elongated side-bars *i* fitted to slide in the said ways.

7th. The combination of the car provided with horizontal ways under its platform, a movable platform fitted to slide in the said ways longitudinally of the car and a dog for locking the said platform when projected or housed, substantially as described.

Dated the 26th day of January 1894.

D. YOUNG & Co.
11 & 12, Southampton Buildings, London, W.C.,
Agents for the Applicant.

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